

Thurrock - An ambitious and collaborative community which is proud of its heritage and excited by its diverse opportunities and future

Lower Thames Crossing Task Force

The meeting will be held at **6.00 pm** on **14 December 2020**

Due to government guidance on social distancing, members of the press and public will not be able to attend this meeting. The meeting will be available to watch live at www.thurrock.gov.uk/webcast

Membership:

Councillors Fraser Massey (Chair), Gerard Rice (Deputy Chair), Luke Spillman, John Allen, Andrew Jefferies, Sara Muldowney, Terry Piccolo and Sue Shinnick

Agenda

Open to Public and Press

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| 1 Apologies for Absence | |
| 2 Minutes | 5 - 12 |
| To approve as a correct record the minutes of the Lower Thames Crossing Task Force meeting held on 12 October 2020. | |
| 3 Items of Urgent Business | |
| To receive additional items that the Chair is of the opinion should be considered as a matter of urgency, in accordance with Section 100B (4) (b) of the Local Government Act 1972. | |
| 4 Declaration of Interests | |
| 5 DCO Withdrawal & Next Steps - verbal report | |
| 6 Economic Mitigation List | 13 - 20 |

7 **A303: Questions and Comments - verbal report**

8 **Work Programme**

21 - 22

Queries regarding this Agenda or notification of apologies:

Please contact Lucy Tricker, Senior Democratic Services Officer by sending an email to direct.democracy@thurrock.gov.uk

Agenda published on: **4 December 2020**

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DECLARING INTERESTS FLOWCHART – QUESTIONS TO ASK YOURSELF

Breaching those parts identified as a pecuniary interest is potentially a criminal offence

Helpful Reminders for Members

- *Is your register of interests up to date?*
- *In particular have you declared to the Monitoring Officer all disclosable pecuniary interests?*
- *Have you checked the register to ensure that they have been recorded correctly?*

When should you declare an interest *at a meeting*?

- **What matters are being discussed at the meeting?** (including Council, Cabinet, Committees, Subs, Joint Committees and Joint Subs); or
- If you are a Cabinet Member making decisions other than in Cabinet **what matter is before you for single member decision?**



Does the business to be transacted at the meeting

- relate to; or
- likely to affect

any of your registered interests and in particular any of your Disclosable Pecuniary Interests?

Disclosable Pecuniary Interests shall include your interests or those of:

- your spouse or civil partner's
- a person you are living with as husband/ wife
- a person you are living with as if you were civil partners

where you are aware that this other person has the interest.

A detailed description of a disclosable pecuniary interest is included in the Members Code of Conduct at Chapter 7 of the Constitution. **Please seek advice from the Monitoring Officer about disclosable pecuniary interests.**

What is a Non-Pecuniary interest? – this is an interest which is not pecuniary (as defined) but is nonetheless so significant that a member of the public with knowledge of the relevant facts, would reasonably regard to be so significant that it would materially impact upon your judgement of the public interest.

Pecuniary

If the interest is not already in the register you must (unless the interest has been agreed by the Monitoring Officer to be sensitive) disclose the existence and nature of the interest to the meeting

If the Interest is not entered in the register and is not the subject of a pending notification you must within 28 days notify the Monitoring Officer of the interest for inclusion in the register

Unless you have received dispensation upon previous application from the Monitoring Officer, you must:

- **Not participate or participate further in any discussion of the matter at a meeting;**
- **Not participate in any vote or further vote taken at the meeting; and**
- **leave the room while the item is being considered/voted upon**

If you are a Cabinet Member you may make arrangements for the matter to be dealt with by a third person but take no further steps

Non- pecuniary

Declare the nature and extent of your interest including enough detail to allow a member of the public to understand its nature



You may participate and vote in the usual way but you should seek advice on Predetermination and Bias from the Monitoring Officer.

Our Vision and Priorities for Thurrock

An ambitious and collaborative community which is proud of its heritage and excited by its diverse opportunities and future.

1. **People** – a borough where people of all ages are proud to work and play, live and stay
 - High quality, consistent and accessible public services which are right first time
 - Build on our partnerships with statutory, community, voluntary and faith groups to work together to improve health and wellbeing
 - Communities are empowered to make choices and be safer and stronger together

2. **Place** – a heritage-rich borough which is ambitious for its future
 - Roads, houses and public spaces that connect people and places
 - Clean environments that everyone has reason to take pride in
 - Fewer public buildings with better services

3. **Prosperity** – a borough which enables everyone to achieve their aspirations
 - Attractive opportunities for businesses and investors to enhance the local economy
 - Vocational and academic education, skills and job opportunities for all
 - Commercial, entrepreneurial and connected public services

Minutes of the Meeting of the Lower Thames Crossing Task Force held on 12 October 2020 at 6.00 pm

Present: Councillors Fraser Massey (Chair), Gerard Rice (Deputy Chair), Luke Spillman, John Allen, Sara Muldowney and Sue Shinnick

Laura Blake, Thames Crossing Action Group Representative
Robert Quick, Resident Representative

Apologies: Councillor Andrew Jefferies
Westley Mercer, Thurrock Business Board Representative
Peter Ward, Thurrock Business Representative

In attendance: Anna Eastgate, Assistant Director of Lower Thames Crossing and Project Delivery
Chris Stratford, Senior Consultant
Wendy Le, Democratic Services Officer

Before the start of the Meeting, all present were advised that the meeting may be filmed and was being recorded, with the audio recording to be made available on the Council's website.

18. Minutes

The minutes of the Lower Thames Crossing Task Force meeting held on 21 September 2020 were approved as a true and correct record.

19. Items of Urgent Business

There were no items of urgent business.

20. Declaration of Interests

There were no declarations of interest.

21. LTC Mitigation Benefits List

Anna Eastgate provided an overview summary of the report which set out the list of identified cost impacts of the LTC scheme and the benefits to be gained as listed on the last page of the report. She reminded Members that the remit of the Task Force and the position of the Council was to maximise the benefits of the LTC scheme and to mitigate the impacts.

Councillor Muldowney queried why there was a focus on enhancing the two green spaces in Tilbury as that area would be less affected by the LTC route. She also asked if this would extend to Chadwell St Mary and if other green spaces in the Borough would be enhanced. Anna Eastgate answered that the

Council's Ecology Advisor, Steve Plumb, had agreed that other green spaces should be on the list and that the green spaces in Tilbury were closest to the LTC route with little visual screening of the route. Orsett Heath was also quite close and would experience noise and air quality issues. The LTC Open Space Assessment had also proposed compensation for Blackshots and had asked for full assessment of this to be undertaken to enable the service to look at the other effects on other open spaces. The service would consider this again once a response was received in regards to the level of mitigation proposed.

Councillor Allen queried whether Highways England (HE) had completed their Health Impact Assessment yet. He also noted that the report had assessed impacts to business, economy etc with estimates of minor, moderate and adverse and a moderate to adverse impact assessed to health. Anna Eastgate explained that Hatch had been commissioned for the Economic Costs and the Mitigation Benefits assessment in consultation with Officers and the Council's Public Health Team. Hatch was familiar with undertaking assessments of major public sector infrastructure schemes and identifying values and impacts. The assessment within the report was more than guesswork and some of the judgement had come from the draft of the Health Assessment Impact from HE that included Thurrock's data which the service had seen. She went on to say that HE had undertaken a number of assessments to identify the environmental impacts of the LTC scheme where some could show a significant environmental effect. With air quality, there was a standard in which the scheme would be measured against and mitigation would be required where a breach was identified. She stated that not every part of the LTC route in the Borough would have air quality issues and where there would be, there would be ongoing monitoring and mitigation from HE if there would be significant environmental effects.

Referring to a letter from HE to the Chair, Councillor Rice questioned where the noise barriers would be placed and how valuable these were and how these would be managed. Anna Eastgate answered that HE's latest Design Refinements Consultation booklet highlighted where the noise barriers would be which had also been presented at the Task Force last month. HE had also highlighted that the design and materials for the noise barriers would not be considered until a Principal Works Contractor was hired.

The Chair questioned whether the service was able to influence a change in the construction hours. Anna Eastgate answered that the service would be able to influence the construction hours through the CoCP which would be scrutinised both before and under the examination process and likely to be a highly debated topic.

Councillor Muldowney sought clarification on who would be providing the resources for the Council to provide the Council-Led Support measures under the Mitigation and Legacy Package. She also asked how the Task Force would feed into this work once the Development Consent Order (DCO) was accepted Anna Eastgate said that it was expected that HE provide a fund under section 106 agreements or through another mechanism and the idea

was for someone in Thurrock to lead on the work as they knew the community best. She went on to say that the Task Force's parent committee was General Services Committee who had the power to make the decisions on the recommendations regarding the LTC scheme and that the Task Force did not have decision making powers.

Councillor Shinnick queried whether there would be measures put in place regarding HGVs parking during the construction of the LTC scheme. Anna Eastgate explained that HGVs were not in the remit of the report but HE would have to provide a transport strategy regarding the movement of materials. She went on to say that HGVs were part of a wider Borough issue and would be assessed through the Local Plan.

Laura Blake questioned how much of the identified mitigations on the list would be achievable. She also mentioned incentives for low emission vehicles using the LTC and accommodation for workers in Stanford Le Hope. Anna Eastgate answered that the Council would prioritise the list accordingly and there would be level of mitigation and negotiation with HE on the list. She moved on to say that the Council may need to reconsider its strategy as with an opposing strategy, HE may only give the bare minimum which was the mitigation required under the Environmental Impact Assessment. She went on to say that if HE did not meet the emission targets that they set for themselves, they would need put funds into an escrow account for Thurrock to use for environmental improvements and benefits in the vicinity of the crossing where there were impacts to air quality. Regarding accommodation for workers, she explained that HE could apply under the Town and Country Planning Act (as amended) 1990 and would not have to be included in the DCO.

The Chair sought more detail on L13 (Two Forts Way) and L16 (Coalhouse Fort) in the report. Anna Eastgate answered that Two Forts Way had always been a priority for the Council as the Council considered it provided significant benefits for the community and HE had shown a commitment to improving non-motorised user routes. A report would be going to Cabinet regarding Coalhouse Fort which set out options to improve and secure the future of the site.

22. Health Impact Assessment Update

Anna Eastgate provided an overview summary of the report. The final version of the Health Impact Assessment from HE was not yet available and more details would be provided once it was.

The Chair questioned if it was normal practice that the health assessment was not publicly available before the submission of a DCO. Anna Eastgate reminded Members that a Health Impact Assessment did not have to be produced as a standalone document and that sections within it could be produced instead. However, when the Environmental Impact Assessment and Health Impact Assessment, the service would review these to identify where there were gaps and find ways to remedy these.

The Chair noted that the DCO would be submitted on 23 October and sought clarification on if it would 28 days before the DCO was accepted, that the two assessments would be made publicly available. Anna Eastgate said that this was the usual process but the Applicant could choose to publish the documentation earlier so Thurrock, in conjunction with other affected Local Authorities (LA), asked HE and the Planning Inspectorate for early sight of the document to give Thurrock and other LAs the opportunity to review the document at the earliest juncture as the document would be between 50,000 to 60,000 pages long.

Councillor Muldowney queried how much of the Health Impact Assessment would benefit Thurrock. She felt that there had been little benefit and useful information so far and that the community's Impact and Health Assessment Group still had not received enough baseline data to agree the baseline conditions on which the Health Impact Assessment was based. Anna Eastgate agreed and explained that HE had sent documents to Thurrock and other LAs quite late in the process and did not enable enough time for review and providing detailed feedback before the DCO was submitted.

Councillor Allen asked how the baseline data was gathered and whether the data was analysed in an unbiased way. Anna Eastgate explained that HE had a number of consultants under Cascade that undertook the assessments and that there were rules and regulations on how assessments were undertaken and there were British Standards to conform to. The service would review the assessments to ensure that rules and regulations had been complied with and to identify if there were areas that had not been complied with.

The Task Force discussed the issue of the assessment of PM2.5 in which Officers explained that the HE modelling on air quality and pollutants were not showing breaches of regulations. The service had raised concerns on the lack of information from HE regarding PM2.5 and there was ongoing maintenance and monitoring of air quality.

23. Work Programme

The following items were added to the work programme:

A report on biodiversity.
Future of the Task Force.

The Chair asked that no formal minutes to be taken if the DCO was to be heard in November's meeting and that an informal meeting take place instead.

24. Any Other Business

Referring to a letter (circulated to Task Force Members) to the Chair from HE which had received six unsatisfactory responses from the 19 questions asked,

Chris Stratford highlighted six points to be included in the Chair's response to HE:

1. A reminder of the question asked by the Chair to have early sight of the consultation report and other DCO documents in advance of the DCO publication.
2. Why reflective noise barriers were proposed for use instead of absorptive noise barriers.
3. That HE confirm their current biodiversity score including a score for the North and South sides of the river.
4. What the details of the Travel Plan were and the targets for achieving sustainable transport.
5. Where the benefits of the LTC scheme were located.
6. A copy of the closed meeting of the Design Council held back in June. Also for design slides and for HE to respond to Laura Blake's query about false cutting.

The draft response would be provided to the Chair for sign off before it was sent to HE.

Councillor Allen questioned if the design of the LTC scheme would change over time. Anna Eastgate said that once the application was submitted, it would be difficult for matters of substance to change e.g. the red line boundary due to consultation notification requirements. There were certain elements that could still be influenced such as the CoCP (including hours of construction), requirements, local construction routes and protective provisions.

The Task Force discussed the control of the levels of noise construction, noise barriers, technical language in HE letters to residents, visual impacts of the LTC. There was also discussion regarding letters from HE to residents, who were not within the vicinity of the LTC scheme, which stated that residents' homes were of interest. Officers explained that the service would monitor air quality and noise levels during the construction phase and would be questioning HE on the effectiveness of the noise barriers. The service would feedback to HE to avoid technical wording in letters to residents and to explain details in layman terms. HE had provided no details about visual impacts and the service would query this. For residents who had received letters from HE, Anna Eastgate explained that these were private law matters and advised individuals to seek legal advice. She went on to say that updates were provided from HE for anyone who had registered and that in November, the link for interested parties to register would open for 28 days but an interested party would require a written representation. She would provide key dates for the Task Force of when the link would open.

Councillor Allen questioned how the 50,000 – 60,000 pages of DCO documentation would be examined when published and if there were commercial assets set aside for the DCO. Anna Eastgate explained that the DCO would be examined by a group of consultees as in-house Officers were already under pressure from their current workload due to the pandemic. The DCO would not go to the High Court and the examination of it would be public and run by the Planning Inspectorate with specific hearings. Thurrock would need to review the DCO and submit its written representations. The examination process would take six months and at the end, the examining authority would have three months to submit its recommendation to the Secretary of State who would have another three months to determine the application.

The Task Force discussed what benefits would be gained if the Council moved from a position of opposition to conciliatory and accepting. Anna Eastgate explained that there was a presumption of favour for the LTC scheme (also hailed as a flagship scheme by the Government) as there was a need for public schemes to be brought forward and to develop infrastructure. There was a Council motion to judicially review HE but this could only be undertaken once a decision had been made on certain grounds of irregularity, illegality or impropriety which were narrow grounds for challenge and a Judicial Review (JR) did not stop a decision either. However, a JR was still in place although it would not be with HE, it would be with the Planning Inspectorate and the Secretary of State as this was where the scheme was progressing to. She went on to say that this was the opportunity for the Council to look at what benefits could be gained from the scheme in terms of social value and local economy. She stated that if the Council were to support the scheme, there would still be elements of the scheme that the Council was not happy with so would look to be strategic and endeavour to identify the 'top 10-12 asks' of HE in terms of mitigation to ensure the maximum benefit for Thurrock's residents.

The Task Force questioned how its views would be heard. Anna Eastgate explained that the Task Force had received a greater detail of information than any other Committee on the LTC scheme and that the Chair provided a quarterly update of the Task Force's work to Cabinet. The work of the Task Force was important and the next steps would need to be considered.

The meeting finished at 7.50 pm

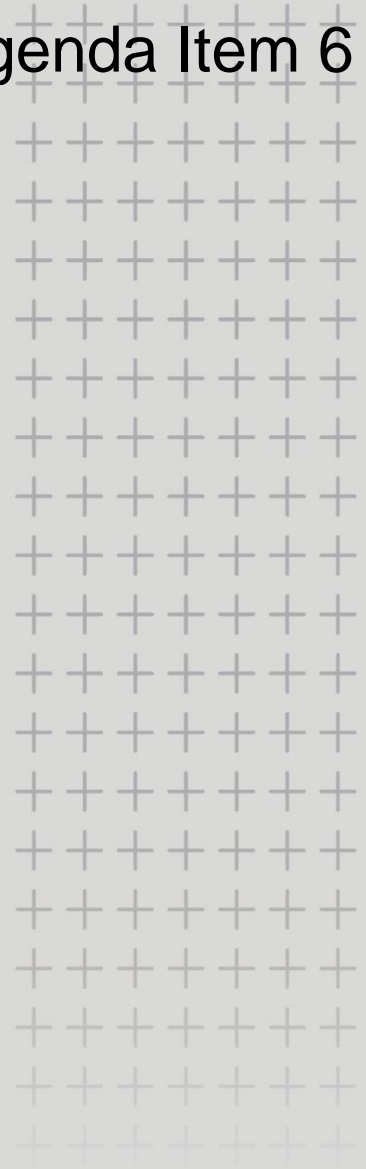
Approved as a true and correct record

CHAIR

DATE

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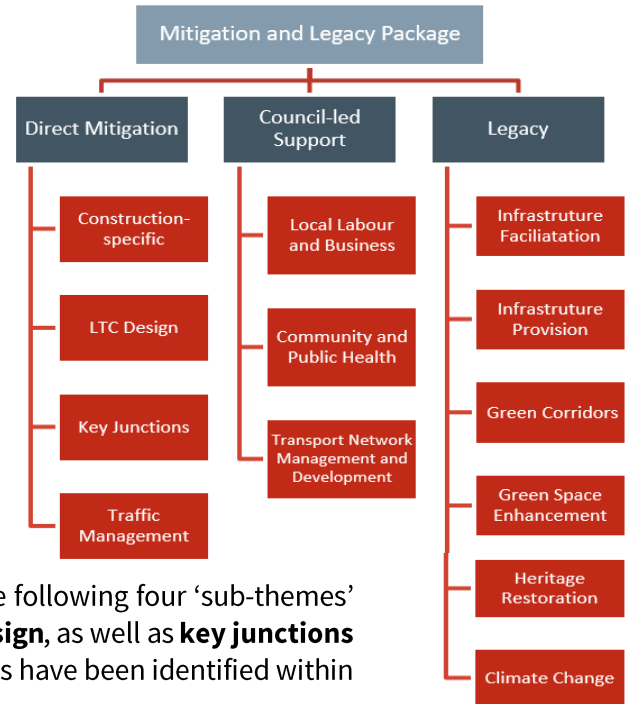
LTC Mitigation Benefits

An Executive Summary by Hatch
October 2020

Mitigation and Legacy Measures

vii. An iterative package development process has been undertaken that has led to the creation of a preferred package of 55 measures. These are classified within three overarching ‘themes’:

- **Direct Mitigation:** measures that address the direct impact of the construction phase, as well as design of the LTC scheme and the resulting traffic and transport implications
- **Council-led Support:** measures that ensure sufficient local resource is available to support local businesses and communities throughout the construction phase and into the transition of the operating scheme
- **Legacy:** measures that will ensure the LTC scheme delivers a lasting legacy across Thurrock and ensure positive local outcomes



Direct Mitigation Measures

viii. The measures have been categorised within the following four ‘sub-themes’ relating to **impact of construction**, the **LTC Design**, as well as **key junctions** and **traffic management**. A total of 22 measures have been identified within this ‘theme’ and are summarised below:

| Ref. | Scheme Measure | Brief Description |
|--|--|--|
| Construction-specific (emissions and transport) | | |
| M1 | Ensure optimum phasing of construction | Ensure the construction operations cause the minimum level of disruption by phasing activities. |
| M2 | Reduce the number and/or optimise the location of construction compounds | Ensure the construction operations cause the minimum level of disruption by locating compound sites away from properties and sensitive receptors |
| M3* | Minimise construction and construction traffic emissions | Ensure best practice approaches are adopted in relation to dust and emissions. |
| M4 | Real-time air quality and noise monitoring at key receptor sites | Install sensors to monitor air quality and noise, with required actions if target limits are exceeded. |
| M5* | Alter construction hours to reduce noise and disruption in residential areas | Minimum the level of disruption by only applying appropriate on-site working hours |
| M6 | Additional noise mitigation in Chadwell and East Tilbury | Current levels of proposed mitigation are considered insufficient in these sensitive locations. |
| M7 | Sustainable public transport access to construction sites | Provide an electric shuttle bus between the new interchange at Stanford-le-Hope station and the main construction compounds |
| M8 | Implement innovative public transport measures | Use the construction phase as an opportunity to trial innovative forms of public transport measures. |
| M9 | Enable active travel to construction sites | Ensure construction workers can access construction compounds via active travel modes. |
| M10 | Use of marine transport for the movement of materials | Use of river transport to move materials and construction equipment to and from site during the construction phase |
| M11 | Adequate waste management processes | Ensure clear waste management processes and mitigation measures during construction (coded bins, appropriate training) |

| LTC Design Elements | | |
|--------------------------------------|--|---|
| M12 | Smart speed limits that can respond to traffic flows and pollutant concentrations | Ensure that the smart and variable speed limits can be utilised to respond to real-time air quality monitoring data and slow traffic during periods of higher pollution |
| M13 | Use of low-noise road surfacing on the LTC and the local network | As well as utilising low-noise surfacing along the LTC, this surfacing should also be applied on local roads to help off-set the overall level of noise generated from the scheme |
| M14 | Use of best-in-class energy efficient systems for operations | Whilst HE will adopt modern lighting and signage, it is important to confirm that best-in-class energy efficiency is being provided. |
| M15 | Build sufficient earth bunds and noise barriers along the route to reduce noise impact | Whilst landscaping and noise barrier measures are already proposed, it is important to confirm that sufficient provision is being made across the full alignment |
| M16 | Flood risk mitigation and water quality improvement through SuDS | Greater emphasis should be made on the use of SuDS features within the scheme to deliver water quality benefits |
| M17 * | Revised Proposals for A13/LTC Junction | Alternative proposals to minimise the extensive land sterilisation, property demolition and blight creating by the existing proposals |
| Key Junctions and Traffic Mitigation | | |
| M18 * | Orsett Cock Roundabout Mitigation | Additional mitigation to negate the negative impact of the LTC scheme upon the A128 approach to the junction. |
| M19 * | Manorway Roundabout Mitigation | Additional lane capacity on the A1014 and A1013 approaches to ensure port and local traffic movements are not impaired by the LTC. |
| M20 | Traffic Management Measures (Orsett) | Mitigation for additional traffic movements on local roads through local settlements, including HGV movements. |
| M21 | Traffic Management Measures (Horndon) | |
| M22 | Traffic Management Measures (Chadwell St. Mary) | |

* designated as high priority measure

Council-led Support

- ix. The LTC scheme will result in pressures upon the way some local businesses can operate, as well as the cohesion of local communities and their access to employment, education and public services and amenities. In turn, this will place additional pressures upon Council resources to support these groups and to continue to undertake their statutory duties.
- x. Three areas of **Local Labour and Business, Community and Public Health, and Transport Network Management and Development** have been identified, with a total of 12 measures, as summarised below:

| Ref. | Scheme Measure | Brief Description |
|---------------------------|--|---|
| Local Labour and Business | | |
| CLS1 * | Council-led Local Labour and Business Team | A Council team with the responsibility supporting residents and businesses secure economic benefits from the LTC. |
| CLS2 | Business rates holidays for firms affected during construction | Business rates holidays for those businesses most affected by the LTC scheme during construction. |
| CLS3 | Target for local labour and apprentice use | Establish clear targets for engaging local labour and apprentices during the construction of the LTC scheme |
| CLS4 | Employment opportunities small capital grants scheme | Grants to support voluntary and community organisations who are helping local people into employment |

| | | |
|---|---|---|
| CLS5 | Social value procurement | Ensure LTC procurement meets with requirements of the Council commissioning, procurement and grant funding strategy |
| CLS6 | Shop shutter/signage creative improvement programme | Grant funding to improve business environments and tackle perceptions of the local area |
| CLS7 | Green business support scheme | Utilising and expanding on existing green initiatives. |
| Community and Public Health | | |
| CLS8 * | Council-led Community and Public Health Team | Apply the same principle as the Local Labour and Business Team and create a Local Community and Public Health Team within Thurrock Council. |
| CLS9 | Public Health mitigation during construction | Public Health mitigation measures including the enhancement of public transport to healthcare facilities and the reinforcement of local NHS provision. |
| CLS10 | Community engagement during construction | Support to enable community engagement during the construction of the LTC scheme. |
| CLS11 | Community investment small capital grants scheme | Capital grants to facilitate aesthetic and environmental improvements within the community. |
| Transport Network Management and Development | | |
| CLS12 | Transport Network Management and Development Resource | Additional Council resource provision to cover the requirements to manage and develop the transport network in response to the impacts of the LTC construction. |

* designated as high priority measure

Legacy Measures

- xi. This final ‘theme’ represents measures to deliver a lasting legacy across Thurrock and positive local outcomes.
- xii. The proposed measures have been categorised within the following six ‘sub-themes’ that seek to **facilitate infrastructure** delivery, directly **provide infrastructure**, deliver **Green Corridors** and **enhance green space, restore heritage** and reduce impact upon **climate change**. A total of 21 measures have been identified within this ‘theme’ and are summarised below:

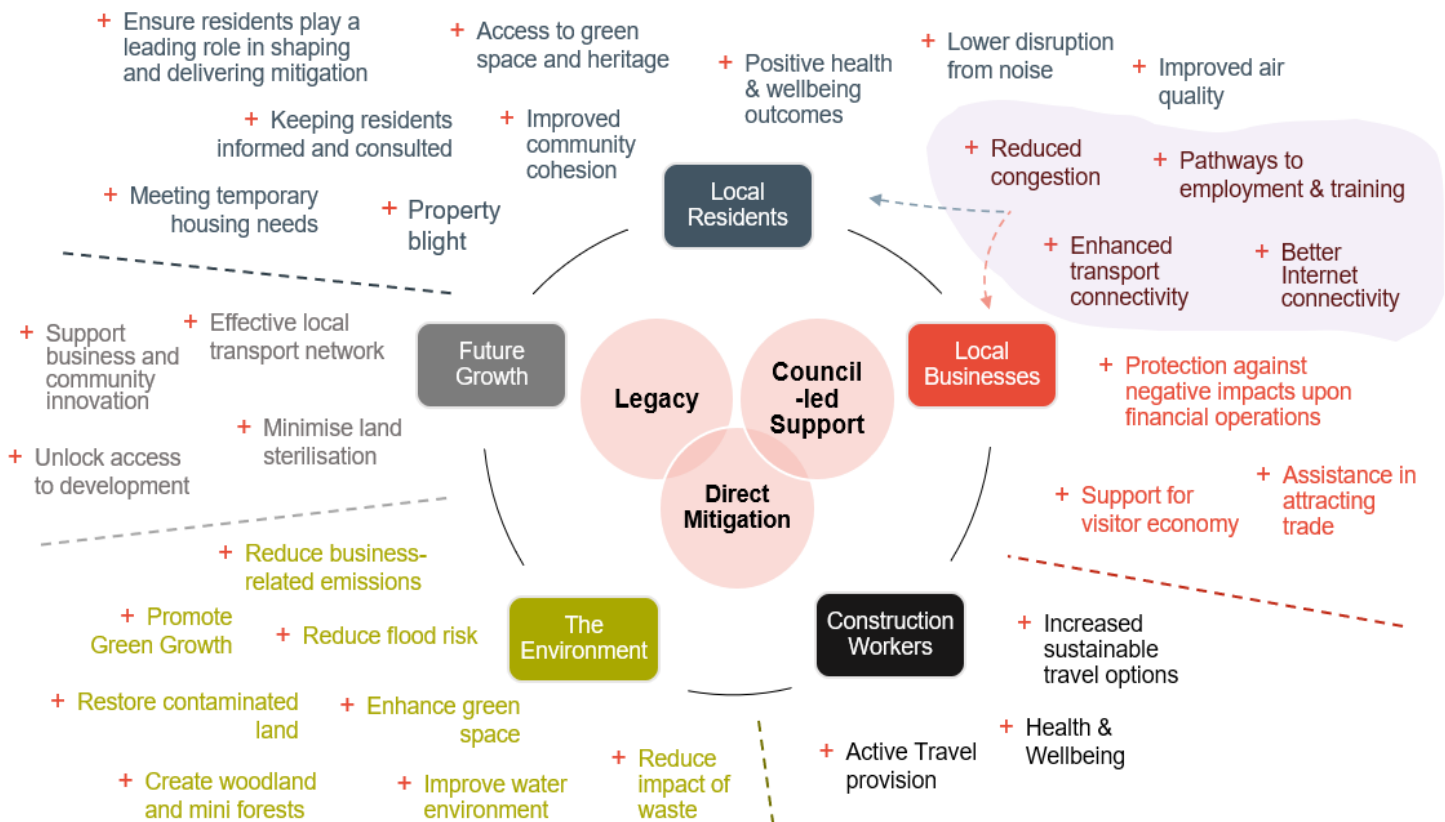
| Ref. | Scheme Measure | Brief Description |
|------------------------------------|---|--|
| Infrastructure Facilitation | | |
| L1 * | Passive provision for LTC Junctions | Safeguarding for the future provision of junctions onto the LTC at East Tilbury and South Ockendon. |
| L2 | A13 East-facing Access Support and Facilitation | Whilst this scheme will be delivered in isolation, it is requested that HE acknowledge the importance of this scheme alongside the delivery of the LTC and actively support and enable its delivery. |
| L3 | Tilbury Link Road Enabling Works | Construct any elements of the proposed haul road that will fall within the general alignment of the TLR alignment to a standard to support the subsequent delivery of the Link Road. |
| L4 | Asda Roundabout Enhancement | The requirement for enhancements should be actively examined alongside other potential highway improvements. |
| L5 | Public transport provision on the LTC | Recognising the long-term aspiration for the LTC to be utilised for cross-river public transport connections. |
| L6 | Distributor Road Facilitation | Maximise opportunities to utilise the construction of the LTC to enable future distributor roads to be more readily delivered. |

| Infrastructure / Highway Provision | | |
|--|--|--|
| L7 * | Permanent Multi-modal rail crossing | Construct the proposed temporary bridge over the Tilbury Loop rail line to a width and standard that would enable it to be permanently adopted as part of the future local highway, walking and cycling network. |
| L8 * | A1012 Junction and Medebridge Road Improvement | Deliver the proposed construction haul road along Medebridge Road alignment from the A13 to Grangewater to a sufficient width and standard to enable it to be adopted by the Council. |
| L9 | Daneholes Roundabout Enhancement | Provide a bus lane on the outside lane on the A1013 Stanford Road approach to the roundabout to enhance priority for buses. |
| L10 | Improve Internet / 5G Connections | Utilise the construction phase of the LTC as an opportunity to lay down internet and 5G cables within the alignment and make provision on all bridges and tunnels, as appropriate |
| L11 | Building Legacy Housing Provision | Provision of worker accommodation at Stanford-le-Hope that can be left as a legacy for Thurrock Council to use. |
| Green Corridors and PRow Enhancements | | |
| L12 | Optimising bridge crossing provision | Ensuring that the proposed re-provision of bridges across the LTC, along existing corridors, deliver sufficient legacy provision to encourage active sustainable travel and support future growth. |
| L13 * | Two Forts Way Project (TFWP) | The TFWP is a comprehensive masterplan for the coastal area incorporating the re-establishment of the TFW, through the repair to the sea wall and creation of a green corridor. |
| L14 | Complete and improve the PRow network | A range of further improvements to complete gaps and enhance the current network of bridleways, footpaths and cycleways to complement the TFWP and the LTC bridge crossings. |
| Green Space Enhancements and Heritage Restoration | | |
| L15 | Enhanced Green Space | Enhance key sites (Koala Park, King George Playing Field, Blackshot Nature Area) that are currently of low quality and in need of investment. |
| L16 * | Coalhouse Fort and East Tilbury Natural and Cultural Heritage Area Project | Securing the legacy of Coalhouse Fort and the surrounding natural and cultural landscape through a comprehensive and integrated restoration project. |
| L17 | Enabling the restoration of the historic landfill site and cleaning the marine habitat | Support and facilitate the collaborative partnership of organisations seeking to deliver the restoration of the site at Goshams Farm. |
| Climate Change Measures and Incentives | | |
| L18 | Incentives for low-emission vehicles to use the LTC | Ensure that electric and/or low-emission vehicles are incentivised to use the LTC with discounted or free use. |
| L19 * | Target (with penalties) for low-emission vehicle usage on the LTC | Low-emission vehicle usage targets with financial penalties payable to Thurrock in the event of exceedance. |
| L20 | Carbon offsetting of the LTC scheme | Carbon offsetting measures across Thurrock that offset the CO ₂ produced by the construction and operation of the LTC |
| L21 | Tree Planting across Thurrock | Additional street tree planting initiatives and the delivery of LTC Forest aspirations. |

* designated as high priority measure

Benefits Mapping

xiii. The diagram below provides an overview of the benefits delivered by the whole package of measures



HATCH



**Lower Thames Crossing Task Force
Work Programme 2020/21**

Dates of Meetings: 15 June 2020, 20 July 2020, 17 August 2020, 21 September 2020, 12 October 2020, 16 November 2020, 14 December 2020, 18 January 2021, 15 February 2021, 15 March 2021, 19 April 2021

| Topic | Lead Officer | Requested by Officer/Member |
|-----------------------------------|---------------------|------------------------------------|
| 15 June 2020 - Cancelled | | |
| 20 July 2020 | | |
| Nomination of Chair | Democratic Services | Officers |
| Nomination of Vice-Chair | Democratic Services | Officers |
| LTC Consultation Presentation | Anna Eastgate | Members |
| Task Force Priorities List | Anna Eastgate | Members |
| Work Programme | Democratic Services | Officers |
| 17 August 2020 - Cancelled | | |
| 21 September 2020 | | |
| Highways England Attendance | Anna Eastgate | Members |
| Task Force Priorities List | Anna Eastgate | Members |
| Work Programme | Democratic Services | Officers |
| 12 October 2020 | | |
| Economic Mitigation List | Anna Eastgate | Members |
| Health Impact Assessment Update | Anna Eastgate | Members |

| | | |
|-------------------------------------|---------------------|----------|
| Work Programme | Democratic Services | Officers |
| 16 November 2020 - CANCELLED | | |
| 14 December 2020 | | |
| DCO Withdrawal & Next Steps | Anna Eastgate | Officers |
| A303: Questions and Comments | Anna Eastgate | Officers |
| Economic Mitigation List | Anna Eastgate | Members |
| Work Programme | Democratic Services | Officers |
| 18 January 2021 | | |
| Task Force Priorities List | Anna Eastgate | Officers |
| Work Programme | Democratic Services | Officers |
| 15 February 2021 | | |
| Task Force Priorities List | Anna Eastgate | Officers |
| Work Programme | Democratic Services | Officers |
| 15 March 2021 | | |
| Task Force Priorities List | Anna Eastgate | Members |
| Work Programme | Democratic Services | Officers |
| 19 April 2021 | | |
| Task Force Priorities List | Anna Eastgate | Members |
| Work Programme | Democratic Services | Officers |